

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes _____
no _____

Property Name: Erdman Property Inventory Number: BA-3138
Address: 5305 Hazelwood Avenue Historic district: yes ☒ no
City: Baltimore Zip Code: 21220-4030 County: Baltimore County
USGS Quadrangle(s): Baltimore East
Property Owner: Edgar A. and Lorrie Ann Erdman Tax Account ID Number: 1402005170
Tax Map Parcel Number(s): 445 Tax Map Number: 89
Project: Section 100: I-95, I-895(N) Split to North of MD 43 Agency: Maryland Transportation Authority
Agency Prepared By: A.D. Marble & Company
Preparer's Name: Stephanie Foell Date Prepared: 12/1/2003
Documentation is presented in: See Key References List

Preparer's Eligibility Recommendation: _____ Eligibility recommended ☒ Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____
Inventory Number: _____ Eligible: yes Listed: yes

Site visit by MHT Staf yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

The residence at 5305 Hazelwood Avenue contains both brick and frame construction. The building has obviously evolved over time, and contains a number of disparate elements. The building has no primary façade and its original orientation is not discernable. The central portion of the building is two stories in height. A single-story, brick, shed-roof addition extends from the north façade, with a gable-roof portion extending to the west, and another single-story, gable-roof extension is located on the east elevation. A low, wide chimney which has been covered with siding is found on the latter gable-roof portion of the building, and may be evidence of the earliest portion of the residence, which dates to 1883.

Windows, all of which are either new or replacements, are irregularly placed throughout the building and consist of various sizes and configurations, including one-over-one, double-hung sash and double-pane sliding fenestration. Portions of the residence are constructed of brick which has been painted white, and remaining portions are clad in vinyl siding.

The grounds of 5305 Hazelwood Avenue have been minimally landscaped. A few shrubs serve as foundation plantings and a concrete path is delineated by a low fieldstone wall.

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MHT Comments:

Tom Tanaka
Reviewer, Office of Preservation Services

Bluntz
Reviewer, National Register Program

6/14/04

Date

6/15/04

Date

200401247

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History/Significance

General Regional History

5305 Hazelwood Avenue is located in northeastern Baltimore County in the Rosedale neighborhood, which derives its name from William T. Smith's nearby nineteenth-century plantation of that name as shown on Griffith Morgan Hopkins' 1877 Atlas of Baltimore County, Map of the 12th District. In the eighteenth and nineteenth centuries, much of the area developed as a result of its proximity to Philadelphia Road, a major thoroughfare within the region. From the early years of settlement into the twentieth century, much of the land of this portion of Baltimore County was involved in small-scale farming.

Philadelphia Road

The area of Baltimore County that is now Rosedale developed largely as a result of its proximity to Philadelphia Road/Maryland Route 7, a road that originated as a Native American trail (Brooks and Rockel 1979:134). In 1729, the City of Baltimore was platted as a future port and commerce center. During that time, surveyors laid out the Philadelphia Road, linking Philadelphia, the New World's largest port city, with points south and west, including Baltimore.

The roadway's importance grew over time as interstate commerce became more prevalent. By the 1740s, commercial thoroughfares were being constructed to move farm produce, mill products, lime and iron castings to the port city of Baltimore, and taverns and hotels sprang up along the Philadelphia Road. After several attempts to establish a turnpike, in 1814, the Baltimore and Havre de Grace Turnpike Company received a charter to construct a toll road on the bed of the Philadelphia Road. The turnpike company initially enjoyed a period of prosperity. However, after only 20 years, railroads began offering intense competition for the Philadelphia turnpike (Hollifield 1978:81-82).

As Baltimore continued its expansion eastward, portions of the turnpike were ceded to the city. In 1888, Harford County assumed control of the turnpike contained within its boundaries. The end of the turnpike came in 1894, when Baltimore County assumed control of the remaining roadway within its jurisdiction.

During the twentieth century, traffic continued to increase on Philadelphia Road, particularly when automobiles became prevalent. Businesses arose along the former turnpike to serve the traveling public and many thought the road would continue to be the favored route for those traveling between Philadelphia and points south. However, in the late 1930s, the state held discussions regarding Works Progress Administration funds available for highway construction. A decision was made either to improve the existing Philadelphia Road, by then designated as Maryland Route 7, or construct a new roadway parallel to the old one. The businesses along the existing route fought to retain their source of business, but constructing a new, parallel road became the final decision, and work commenced on the new road, the Pulaski Highway, which eventually replaced Philadelphia Road as the primary thoroughfare through the area.

Agricultural Development in Northeastern Baltimore County

European settlement of northeastern Baltimore County likely began circa 1660. Because of the costly and complex land grant process, many wealthy landowners purchased parcels of land in Baltimore County, viewing these holdings as either investments in the future or potential bequests for heirs. Even land that had been purchased remained vacant (Marks 2000:7).

Consequently, during the early eighteenth century, land patterns consisted of small settlements, trails, and wilderness. Small-scale farmers, woodcutters, and miners were the primary residents, not the structured society of the southern Maryland gentry. This trend continued into later centuries as farmers continued to cultivate smaller plots of land than their Southern, plantation-owning counterparts (Marks 2000:11).

Rosedale was originally part of an agricultural region. By the mid-nineteenth century, many landowning residents of Baltimore

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County were either German, Polish, or Irish immigrants. Generally, farms were small in size and produced relatively minor amounts of what were known as "stoop crops," vegetables which required bending over to harvest. These included carrots, parsnips, beans, etc. These crops were either sold at markets throughout Baltimore City (usually the Belair Market, the closest to the area) or by the farmers themselves, a practice known as truck farming which was prevalent throughout the area. Also at this time, as greenhouses came into widespread use, this area of Baltimore County became an important center for the production of year-round cut flowers for weddings, funerals, and bouquets (McGrain 1990:17).

Suburban Growth

Substantial suburban growth would not come to Rosedale until the 1950s. Following World War II, there was a housing shortage in the Baltimore area, and developers purchased many farms for housing developments. Returning war veterans took advantage of the Servicemen's Readjustment Act of 1944, commonly called the G.I. Bill of Rights, which provided guarantees on home mortgages. Furthermore, Americans' growing reliance on the automobile allowed a massive residential shift away from Baltimore to the suburbs. This change is particularly evident in portions of Rosedale, where new streets were laid out and small Minimal Traditional-style residences, common in the post-War years, are plentiful. Residential growth in this locality began in the 1950s and continued steadily over the following decades, with 75 percent of the 1990 extant housing units constructed between 1950 and 1979.

Determination of Eligibility

The original part of the residence at 5305 Hazelwood Avenue was constructed in 1883. Preliminary research has not indicated whether the house was in fact a farmhouse, as were many residences of this era in Rosedale. Its numerous and extensive additions and alterations make a visual assessment difficult, and it is possible that the building served a residential purpose other than a farmhouse.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of significant persons in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded or may be likely to yield, information important in history or prehistory.

5305 Hazelwood Avenue is not eligible for individual listing in the National Register of Historic Places. Under National Register Criterion A, it is not associated with an event that has made a significant contribution to the history of the region, state, or nation. Research has not uncovered any association with a prominent person which would make the property eligible under Criterion B.

5305 Hazelwood Avenue is also not eligible under Criterion C. The residence has been substantially altered to the point that the historic portions of the building are rendered nearly unrecognizable. Several additions obscure the original core of the building, and the installation of replacement windows and vinyl siding further compromise its architectural integrity. The residence has also lost its historic context and integrity of site with the construction of Interstate 95 and numerous mid twentieth-century residences in close proximity. The property was not evaluated for significance under Criterion D.

Key References

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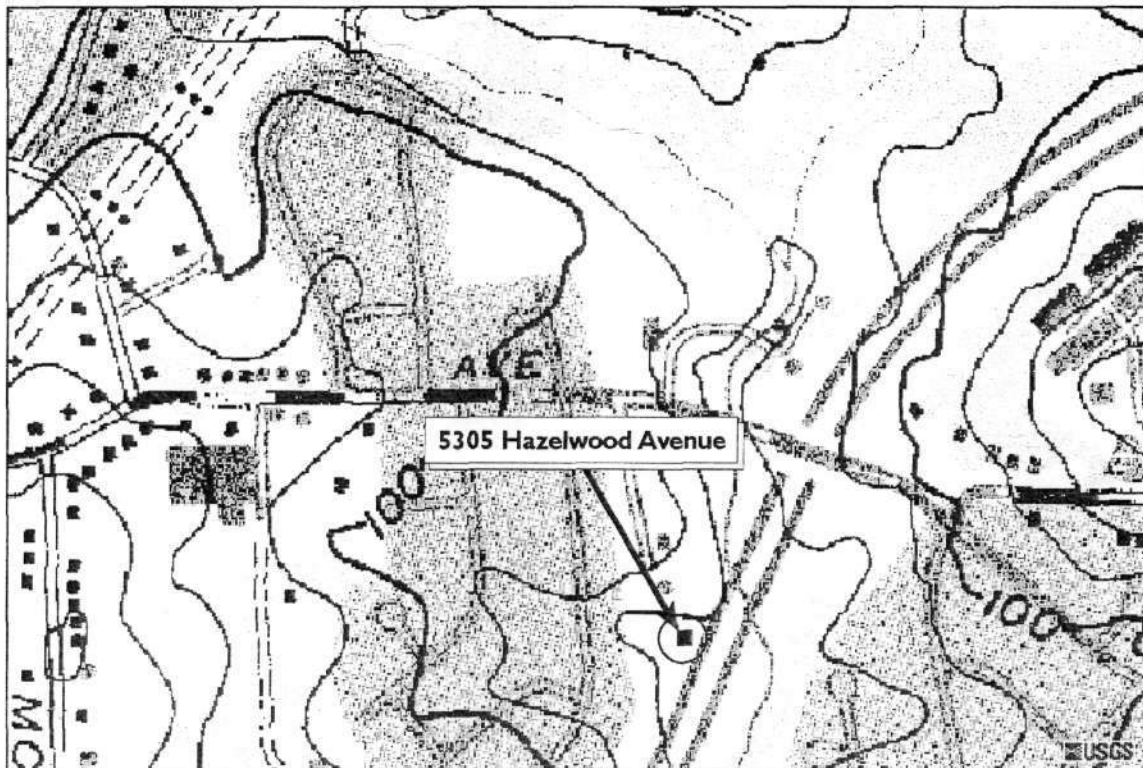
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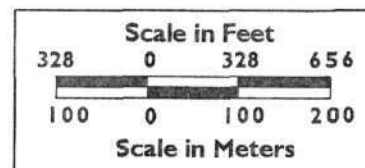
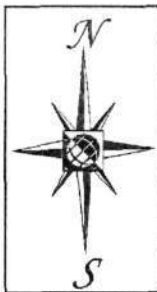
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Reviewer, National Register Program_____
Date

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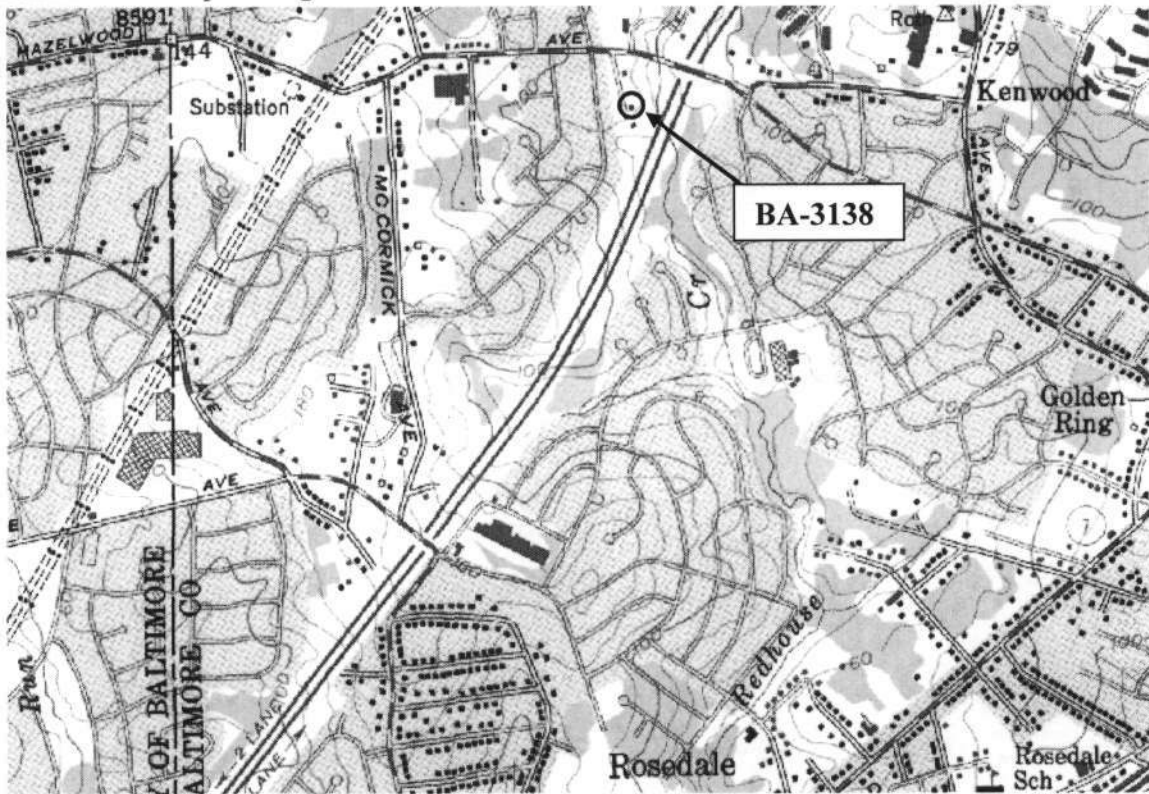
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Resource Location Map
Section 100: I-95, I-895 (N) Split to North of MD 43
Baltimore County, Maryland



Map Source: USGS Topographic Quadrangle, Baltimore East, MD

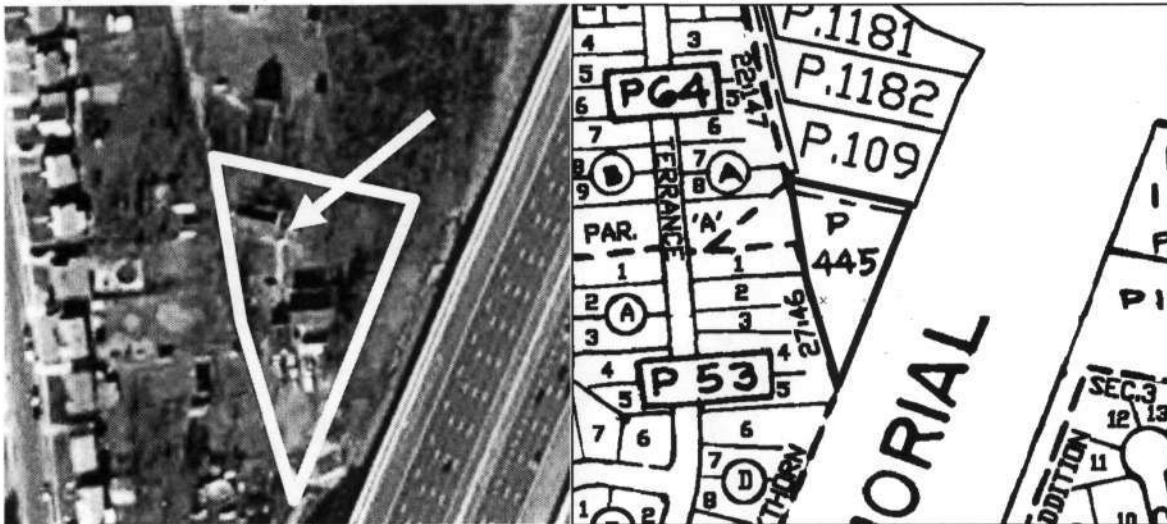


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5305 Hazelwood Avenue, Middle River
Baltimore East quadrangle



Google Earth image, c. 2007

Tax Map 89, p. 445





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5305 Hazelwood Ave.

Baltimore County, MD

S. Foell

10/2003

MD SHPO

Front facade, view to the SE

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Kodak Professional
PAPER
EXTRALIGHT
PAPER

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5305 Hazelwood Ave.

Baltimore County, MD

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Left and rear facades, view to the NE

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